

MODEL 802 POWER DOOR LOCK INTERFACE

A. INSTRUCTION:

This device is designed as an add-on to existing power door locking system. When arming/disarming an alarm system, the device will control the door automatic lock/unlock. It will provide more convenient for you and more secure to your vehicle.

Warning: Use the information enclosed as a guide only. Car makers are constantly changing wire colors and system types. Determine the type of system the vehicle has before proceeding.

B. INSTALLATION:

Be sure to disconnect the car's battery before installing, and to install this device in a suitable position of interior car.

1. 3-WIRE PLUG:

- a). RED WIRE: Connect to a positive constant power supply (+ 12V).
- b). BLACK WIRE: Connect to a good chassis ground.
- c). BLACK/WHITE WIRE: Connect to alarm systems's negative power output wire.

2. 6-WIRE PLUG:

- a). YELLOW, VIOLET AND VIOLET/WHITE WIRES: This is door unlock wire set. yellow wire to "n/c", violet wire to "com", violet/white to "n/o"
 - b). WHITE, BLUE AND BLUE/WHITE WIRES: This is door lock wire set. white wire to "n/c", blue wire to "com", blue/white wire to "n/o"
- Note: Blue/white wire and violet/white wire are with one 10A inline fuse.

3. GREEN WIRE LOOP (DOOR LOCK TIMER SELECTOR): Some newer vehicle require longer pulse time to activate the door locks, keep this wire loop for normal pulse 0.6 secs., cut this wire loop for increased pulse time 3.6 secs.

CONNECTING TO ORIGINAL CENTRAL POWER LOCK SYSTEM:

Today, many different types of central locking circuits in passenger vehicles, following are typical wirings for both motor operated locking systems (in most cars) and vacuum operated locking systems (Mercedes) for your installing reference.

Diagram 1: INSTALLATION OF NEW MOTORS OR SOLENOIDS

Typical of: New installs of aftermarket door lock actuators. Vehicle with central locking system - Suraru, Volvo, Audi.

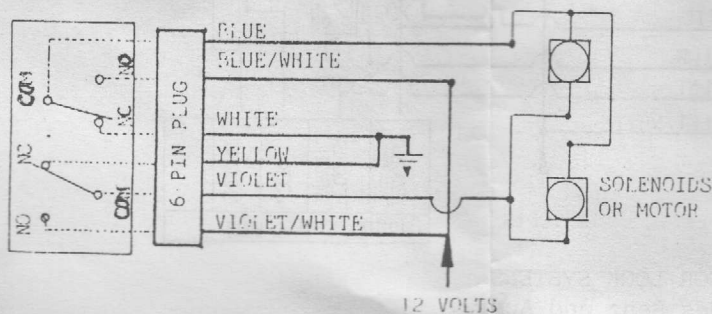


Diagram 2: DOOR LOCK SYSTEMS USING RELAY MODULE (POSITIVE SWITCHING)

Typical of: Most General Motors, some Ford models, some American Motors, some Chrysler models (most rear wheel drive), some Mazda models, some Volkswagon models, and Porsche (must use wires from door micro switch, wires available under dash).

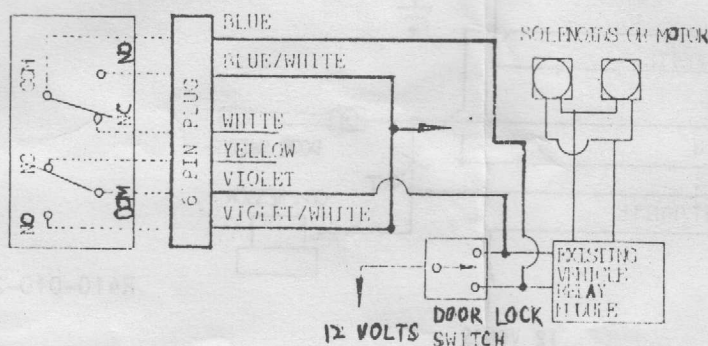


Diagram 3: DOOR LOCK SYSTEMS USING RELAY MODULE (NEGATIVE SWITCHING)

Typical of: Some Ford models (domestic and import), most Toyota models, some Volkswagon models, some Nissan models, some Honda models and some Mitsubishe models.

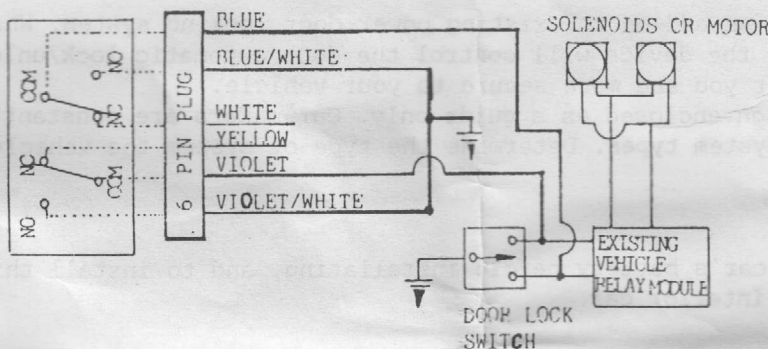


Diagram 4: DOOR LOCK SYSTEMS USING SWITCHES AND NO RELAY

Typical of: Some Chrysler models (most front wheel drive vehicles), American motors, some Ford models, some Toyota models, and some Nissan models.

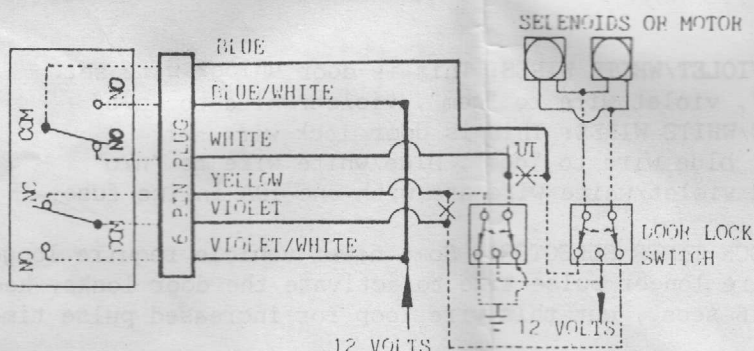


Diagram 5: SYSTEM ACTIVATED BY DOOR LOCK PLUNGERS (NO LOCK/UNLOCK SWITCHES)

Typical of: BMW

Note: Connection must be made between lock/unlock inhibit switches and locking control unit. Unlock inhibit switch should not be in inhibit position for normal operation.

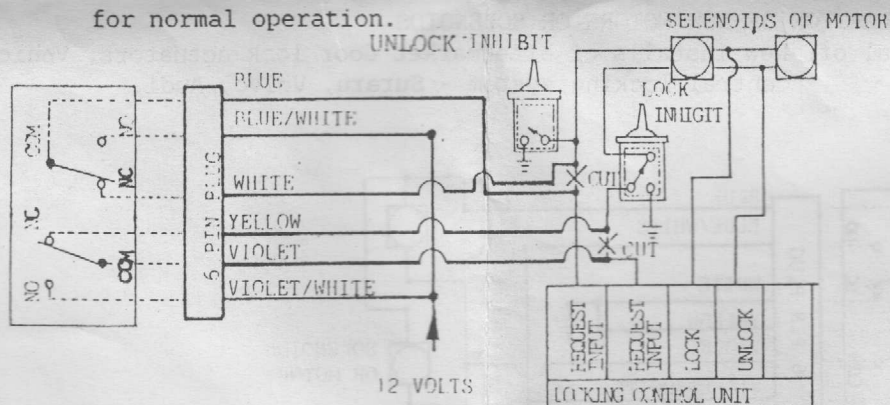


Diagram 6: VACUUM ACTUATED DOOR LOCK SYSTEMS

Typical of: Mercedes Benz and Audi.

Note: Locate the wire under the driver's kick panel. Use a test light connecting to ground, verify that you have the correct wire with the doors unlocked, the test light will light. lock the doors and the test light will turn off. Move the alligator clip to +12V and the test light will light again. Cut this wire and make connections. Cut the wire loop of locking style for vacuum actuated door locking system.

